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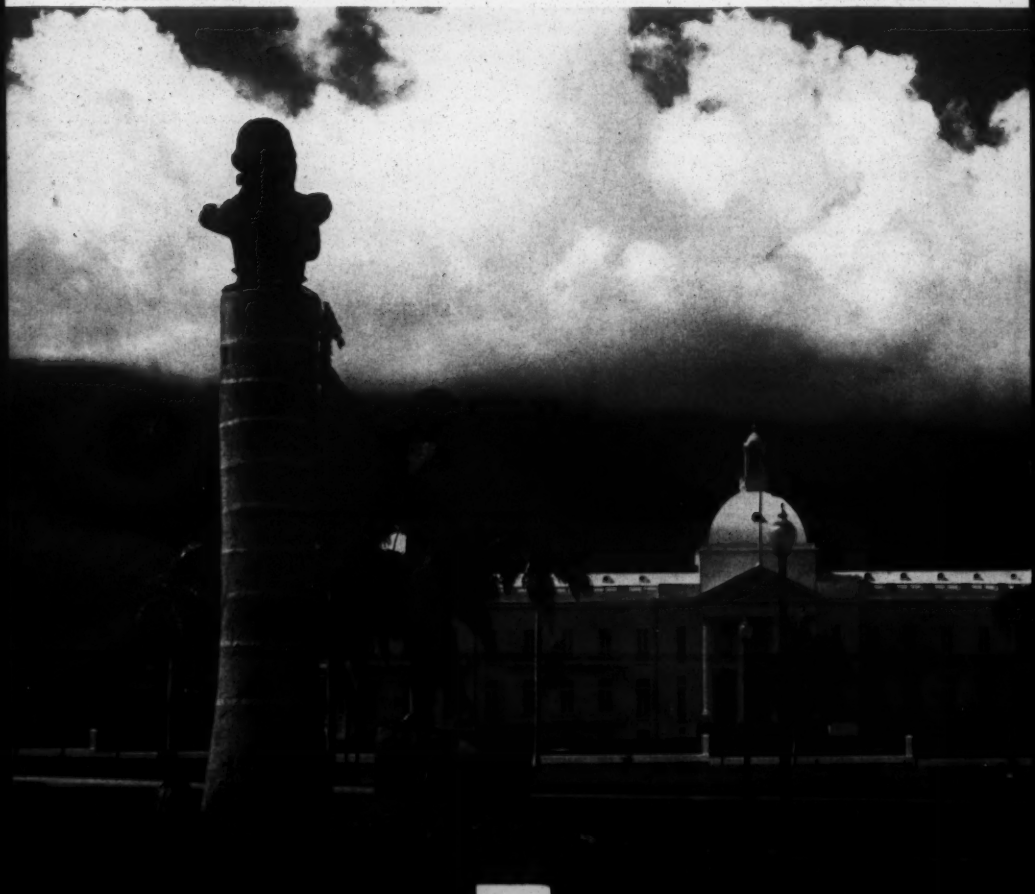
Haiti Pays Tribute to Toussaint—This bust in Port au Prince represents the leader who started Haiti on the road to the freedom it gained from France 150 years ago. Across the way stands the National Palace, the Caribbean Republic's White House.

(SEE BULLETIN NO. 2)

B. ANTHONY STEWART



Berlin today is deep in the Soviet Zone of Germany. The eastern half of the city is occupied by the Russians, the western half by American, British, and French authorities. There have been frequent conflicts over the city's economic and political administration.

In 1948-49, a 322-day Russian blockade isolated West Berlin. The Western powers were forced to operate a gigantic airlift to supply food and fuel to the 2,000,000 residents of the western sector.

Last summer disgruntled workmen rioted in East Berlin. Soviet tanks, troops, and armored cars were called in to quell the uprisings. Martial law was declared. Some 1,500,000 people live in East Berlin.

Only Three Prewar Cities Larger—In prewar days the former German capital was the largest city on the European continent. Its 1940 population of 4,355,000 was surpassed only by London, New York, and Tokyo. During the war almost 2,000,000 residents abandoned their homes in the constantly attacked city.

At its wartime peak, nearly 200 of the leading factories of Germany, employing one tenth of the nation's industrial workers, operated in Berlin. Huge plants turned out airplane engines, cables, ammunition, armaments, and machine tools.

Electrical and optical goods, clothing, and chemicals are today the leading products of West Berlin factories. Unemployment is at its lowest level in eight years.

Vital Site—Modern Berlin spreads over 341 square miles on the flat, open plain of the Spree River, a hundred miles from the Baltic Sea. Its site has been a natural crossroads for both trade and conquest since medieval times.

In early days it was an outpost of the militant religious order of the Teutonic Knights in campaigns to subjugate and convert the Slavs. Later, Berlin became the nucleus of the expanding power of the Hohenzollern family and capital of Prussia.

In 1871 the rising metropolis joined the front ranks of international cities as the government seat of the newly formed German Empire. It soon grew into the nation's industrial and commercial center, as well as the hub of transport lines by air, highway, rail, river, and canal.

References—Berlin appears on the National Geographic Society's maps of Europe and the Near East, and Central Europe. Write the Society's headquarters, Washington 6, D.C., for a price list of maps.

See also, in *The National Geographic Magazine* for November, 1951, "Berlin, Island in a Soviet Sea"; "Airlift to Berlin," May, 1949; "What I Saw Across the Rhine," January, 1947; and, in the GEOGRAPHIC SCHOOL BULLETINS, December 10, 1951, "Divided Berlin Is a Battleground of Ideas." *(Issues of The Magazine 12 months old or less are available to schools and libraries at a specially discounted price of 50¢ a copy. Earlier issues sell for 65¢ a copy through 1946; $1.00, 1930-1945; $2.00, 1912-1929. Write for prices of issues prior to 1912.)*

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UMI

Bulletin No. 1, February 1, 1954

War-Damaged Berlin Is Making a Comeback

Diplomats attending the Foreign Ministers' Conference in Berlin are finding the city only a sprawling skeleton of its former mighty self. But in many areas they will also note surprising recovery from war's devastation.

In West Berlin industrial production has reached almost seventy per cent of the 1936 level. Over 11,000 homes have been built and 16,000 repaired. Another 11,000 dwellings are going up. From the more than 70,000,000 tons of rubble that clogged the streets, Berliners have constructed new office buildings, apartments, and hotels.

Forty Per Cent Destroyed—Most heavily bombed of all German cities, Berlin was forty per cent destroyed during the war. The city provided more strategic bombing targets than Munich, Leipzig, Cologne, Hanover, and Mannheim combined. Heaps of shattered masonry, steel, and glass were piled thirty feet high. Thousands of buildings were left burned-out shells.

planters and nearly as many mulatto freedmen to live in luxury. On August 20, 1791, the long-oppressed slaves revolted, ending the era.

L'Ouverture the Great—Honored this winter as leaders of Haiti's struggle for independence, 1791-1804, are Dessalines, Henry Christophe, and Alexandre Pétion. First in the hearts of his countrymen, however, is "Toussaint L'Ouverture the Great whose moral grandeur has given him a place among the greatest in the History of Mankind." Toussaint (illustration, cover), by his military genius, defeated French, English, and Spanish armies in turn. Educated and unselfish, he was captured by a trick and sent to France, where he died in prison in 1803.

Free Haiti's history has not been smooth. From 1843 to 1915 it had twenty-three presidents, many of whom died violent deaths or were deposed. In 1915 the United States sent Marines to enforce law and supervise finances. Staying until 1934, they established peace and order; built roads, bridges, schools, and public works.

The security offered by the occupation caused a sharp increase in population. Population density of close to 300 per square mile is greater than in India or China. But coffee, cotton, sugar, sisal, bananas, and cacao now bring in about 50,000,000 export dollars annually—several times as much as they returned one short decade ago.

References—Haiti is shown on the Society's map, Countries of the Caribbean. For additional information, see "Bare Feet and Burros of Haiti," in *The National Geographic Magazine*, September, 1944; "Haitian Vignettes" and "Gay Colors in the Land of Black Majesty" (13 color photographs), October, 1934; and "Haiti Beats the Drums for Trade and Tourists," in the GEOGRAPHIC SCHOOL BULLETINS, March 6, 1950.

Agave Fiber, Hung to Dry in Haiti, Will Reach World Markets as Sisal—Raw Material for Rope and Twine

Bulletin No. 2, February 1, 1954

Haiti Marks 150 Years of Self-Rule

Gala celebrations in Haiti this winter are attracting record numbers of visitors to that balmy Caribbean island. They mark 150 years of independence in the New World's second nation to win freedom.

The United States, dating its self-rule from July 4, 1776, was the first. Haiti, later to become the world's first Negro republic, proclaimed independence from France on New Year's Day in 1804. With Americans predominant among their winter visitors, Haitians this year are re-enacting events of their thirteen-year struggle for liberty in terms of parallels to the American Revolution.

Dessalines Proclaims Independence—On January 1, for example, the Act of Independence was read at Gonaives, where General Jean Jacques Dessalines had proclaimed it exactly 150 years before. Gonaives is Haiti's Cradle of Liberty, counterpart of Philadelphia.

On January 3, Haitian military students and Boy Scouts staged a realistic Battle of Vertières on the site where it was fought on November 18, 1803. At Vertières, the Yorktown of Haiti's complex revolution, Negro ex-slaves decisively defeated the remnants of an expeditionary force of 25,000 men sent by Napoleon to restore French rule. This French reverse closely followed Napoleon's decision to sell the vast Louisiana Territory to the United States and ended his dreams of a Western Hemisphere empire.

Climax of the sesquicentennial festivities will be the annual Mardi Gras, February 28 to March 2. New hotels, resorts, and roads have been opened in anticipation of a sharp increase over the 1952-53 record of 34,000 visitors.

Maryland-size Haiti shares Hispaniola Island with the Dominican Republic. It occupies the western third of the island, featured by two clawlike peninsulas reaching westward toward Cuba to form the Gulf of Gonaives. Port au Prince, capital and largest city, lies sheltered at the innermost reach of the gulf. Les Cayes in the south, Gonaives, Cap Haitien, and Port de Paix in the north are large coast towns.

Mostly Mountains—Two thirds of Haiti is rugged, mountainous land with peaks up to 8,790 feet high. More than 3,000,000 Negroes, descendants of African slaves, dig thin livings from the soil. Many farm on slopes so steep that both man and crop must struggle for a foothold. Great areas are arid. Power and irrigation dams are planned for the Artibonite River valley, one of three small fertile regions.

Columbus discovered La Isla Española when he landed at the west tip of Haiti's north peninsula December 6, 1492. On Christmas, nineteen days later, his *Santa Maria* came to grief on a shoal near present Cap Haitien. There he established La Navidad, first European settlement in the New World. It was soon destroyed by Indians and the region remained little visited for two centuries except by buccaneers.

In 1697, Spain ceded western Hispaniola to France and the fabulous century of the colony of Saint Domingue began. African slaves were imported by the shipload to raise the crops that allowed some 30,000 white

HOWELL WALKER

Horse-and-Buggy Days in Pennsylvania—An Amish couple, clad in the black costume of their sect, delivers farm produce in Strasburg. Old Order Amish beliefs forbid use of automobiles and wearing of less severe clothes, but Amish farms are colorful with luxuriant flower gardens and red barns.

the old dialect than perhaps any other "Dutch" denomination. (The term "Pennsylvania Dutch" has no connection with the people of the Netherlands, also called Dutch. It is a corruption of the word Deutsch, meaning German, and was the name the English Quakers, who had come to Pennsylvania before them, gave to the colonists from Germany.)

Amishmen grow beards on joining the church; at marriage they change from open buggies to those with tops. They receive farms by family purchase or division of land, with the result that farmland in Amish communities soon becomes extremely valuable. There is good reason, for in all America there are few people who tend the soil more carefully. Often these skillful farmers restore worn-out land to richness by crop rotation, fertilization, and good farming practices.

Contrary to popular notions, the Amish are neither misers nor extremely rich. They borrow money and keep bank accounts, although they like to buy with cash. They pay taxes willingly. Their needs are simple, and they have a matchless "social security" assured by family unity and community self-sufficiency. There has never been an Amishman in the poorhouse.

References—Lancaster and the land of the Pennsylvania "Dutch" may be located on the Society's map of the Northeastern United States.

See also, "Pennsylvania Dutch Folk Festival," in *The National Geographic Magazine*, October, 1952; "Artists Look at Pennsylvania" (16 paintings), July, 1948; and "In the Pennsylvania Dutch Country," July, 1941; and, in the GEOGRAPHIC SCHOOL BULLETINS, April 17, 1950, "Maryland Plans Survey of Mason-Dixon Line."

UMI

Bulletin No. 3, February 1, 1954

Horse-and-Buggy Amish Keep Rolling Along

In mid-twentieth-century America there still exists a group of plain, prosperous, and nonconforming people whose way of life, based solidly upon their religious beliefs, has changed little in 200 years.

They are the Amish. They wear somber garments of old-style cut topped with wide-brimmed black hats or bonnets. They speak a language of their own, drive square-topped buggies along the country roads, and rank among North America's finest farmers.

As happens nearly every year in Lancaster County, Pennsylvania, a number of Amishmen recently spent three days in jail for keeping their children over fourteen home from school. To the Amish, learning to farm is the most important education for their sons. Under their faith, these boys will inevitably become farmers.

Peaceable Citizens—Their disagreement with the Pennsylvania school laws is one of the few reasons for the Amish to become involved with courts, or with an outside world that they would rather accept peaceably.

The Amish, whose name is derived from that of Jacob Amman, a Swiss religious leader, are an offshoot of the much larger Mennonite faith. Their heritage goes back to the 16th-century Reformation when their forefathers in Europe were persecuted for their religious beliefs.

Together with the Mennonites, the Amish began migrating to America in the years after 1730 from the Palatinate in Germany's western Rhineland, and from Alsace-Lorraine and the Low Countries. Another wave of migration followed the Napoleonic wars of the early 1800's. Today there are between 30,000 and 40,000 Amish in the United States and Canada.

The largest settlements are in Ohio, Indiana, and Pennsylvania, in that order, but there are other groups as far west as Oregon and in Canada's Province of Ontario. Hundreds have settled in southern Maryland since Pearl Harbor, helping to restore many acres to productivity. There are no longer any Amish groups in Europe.

Over the last century splits have developed in Amish communities as various groups accepted more modern farming methods, costume, and household conveniences. But even today the Old Order, or Conservative, Amish do not have electricity or telephones in their homes. They use horses for both plowing and transportation, and fasten their clothing by the hook-and-eye method their ancestors used.

Bible Governs Their Lives—The Amish live by the doctrines set forth in the Bible. Their sole aim is to be decent, upright people and first-rate farmers, and they are both. The Church Amish (New Order) worship in churches and use automobiles, but the House Amish (Old Order) still hold services in their homes or barns and travel by horse and buggy. Their *Ausbund* (1564), is the oldest Protestant hymnbook still in use.

The Amish are only one of several sects who speak Pennsylvania Dutch, an odd mixture of low German and Anglicized expressions. Though they can also speak perfect English, in their homes they retain a purer form of

FRANK S. WILLIAMS

Teak Logs in a Thailand River Yield to Superior Force—A modern bridge across the MePing is saved by an ancient device—elephant power. The "tidy pachyderm" has an uncanny ability to pick the key log of a jam. Once this is dislodged, the tough timbers move again, resuming their downriver journey from forest to mill.

Virgin teak forests are almost inaccessible and most teak of commerce comes from plantations set out for commercial purposes. A teak tree must grow for more than a century before it reaches a girth of six or seven feet at breast height. In Burma, this is considered the best size for harvesting.

The leaves of the teak tree are ovate, and slightly leathery in texture. They somewhat resemble the leaves of the tobacco plant except that they seldom grow more than 10 inches long while tobacco leaves sometimes attain a length of three feet. A red dye is extracted from teak leaves.

References—Regions where teakwood grows may be located on the Society's map of The Far East.

For further information, see "Malaya Meets Its Emergency," in *The National Geographic Magazine*, February, 1953; "Indochina Faces the Dragon," September, 1952; "Scintillating Siam," February, 1947; "Burma: Where India and China Meet," October, 1943; "Working Teak in the Burma Forests," August, 1930; and other articles on countries of southeast Asia listed in the *Cumulative Index to the National Geographic Magazine;* and, in the GEOGRAPHIC SCHOOL BULLETINS, January 18, 1954, "Thailand Guards Against Red Threat"; "Filipinos Cherish Freedom, Election Shows," November 30, 1953; and "Weather May Call Turn in Indochina War," October 26, 1953.

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UMI

Bulletin No. 4, February 1, 1954

Durable Teakwood Serves on Land and Sea

Teak, the durable Oriental timber long used for boatbuilding, is still one of the most valued and popular of the world's fine woods.

For centuries Arabs and Chinese have built their sailing dhows and junks of nut-brown teakwood, knowing that it would resist, as does no other timber, the ravages of rot, deadly enemy of wooden ships.

When the British, in the days of sailing ships, exhausted their supplies of fine English oak, they turned to the timber products of the Orient and built sturdy vessels of teak in the ports of the Far East.

Teakwood Planked Yacht *America*—Planked in part with teak was the famous yacht *America* which in 1851 captured the cup offered by the British Royal Yacht Squadron to the winner of a race around the Isle of Wight. To win this trophy, which came to be known as the *America's* Cup, the late Sir Thomas Lipton competed often and in vain. Prized possession of the New York Yacht Club for more than a century, it made its first trip back to England in its centennial summer to be exhibited at the Festival of Britain. When the *America* itself, after a long and varied career of blockade running as well as racing and cruising, was broken up after World War II, a piece of the enduring teakwood was fashioned into a frame for a print of the fabulous yacht in its racing prime.

Teakwood has proved especially useful for the decking of yachts and fine ships. When properly quarter-sawed so that the grain stands on edge in the plank, teak expands and contracts but little as its moisture content changes. Hence seams remain the same size and calking stays put.

When first cut, the heartwood of teak is a light golden-brown. Time darkens it to the shade of black walnut. Scrubbed with a fine abrasive—sailors call this hands-and-knees job "holystoning"—and bleached with citric juices or oxalic acid, a teakwood deck becomes almost white. Few yachtsmen would paint a deck of teak.

British Navy Still Lists Teak-Decked Ships—Still in commission in the Royal Navy are a number of old vessels carrying their original teak decks. These have often been unhappily patched here and there with fir or pine. Decks of some luxury liners built before World War I, such as the German *Kronprinzessin Cecilie*, were solid teak.

Although it contains a gritty substance that quickly dulls edged tools, teak is easy to carve. It can be sanded to the smoothness of satin. It is used for fine furniture and wall panelling. The Chinese built from it elaborately carved chests, nests of tables, and chow benches—the low, narrow pieces of furniture often used in the United States as coffee tables.

Because white ants leave it alone, teak was used in the construction of ordinary houses in the days when it was plentiful. Railways used quantities of teak timbers for ties, and in building carriages and wheels, a testimonial to its great strength.

Native to southeastern Asia and Malaya, teak has been planted to a limited extent in west Africa, Cuba, and the Philippines. The best grades come from Burma and Thailand. There trained elephants drag the logs to rivers for rafting to the mill.

(illustration, back cover) and Winchelsea were later added to the group, and a number of other satellite towns joined the active confederacy.

From before the Conquest until the reign of Henry VII, the Cinque Ports furnished ships and seamen to defend England's shores and carry her armies abroad. In return, the townsmen were exempt from army service, paid no customs duties and enjoyed other privileges.

The five towns reached their peak in the early 1300's when passing ships were forced to salute or be attacked by fighting galleys. The activities of the ports included so much outright piracy and smuggling that the region was known as the "Smugglers' Coast." But always, when England needed them, the Cinque Ports fought against dangers from over the sea.

Battle of Hastings Fought Near by—Hastings gave its name to the great battle of 1066, although that conflict actually took place seven miles away. At Sandwich, Richard the Lionheart landed on his return from Austrian imprisonment in 1194. Near Hythe are the ruins of Lemanae, the Romans' chief English port. Romney means Roman "eye" or island. It has been "New" Romney since 1562 when Elizabeth I gave it a charter.

Of these historic ports, only Dover still has a harbor worthy of the name. Silting tides and changing rivercourses have ruined all the other ports. They are quiet vacation resorts. Legends of Roman, Saxon, Danish, and Norman times, and architectural relics of those ancient invaders add glamour and romance to Kent's pleasant, mild climate.

Dover, with its ancient castle towering on heights 375 feet above the water, saw knights depart to the Crusades, and Henry V return from Agincourt. Later, during the reign of Elizabeth I, the English fleet pursued the Spanish Armada upchannel past Dover to its defeat on the sands off Gravelines. The guns of both Kaiser Wilhelm and Hitler bombed and shelled Dover. To its welcoming harbor hundreds of ships of all sizes brought back the survivors of British and French armies from the sands of Dunkirk. Over its rooftops the RAF stopped the Luftwaffe.

The sea has eroded and filled in the coast until now Sandwich, Rye, New Romney, and Winchelsea are inland. Sheep graze where the Vikings sailed. But Dover holds its own as a seaport, maintaining its maritime prestige of nearly a thousand years.

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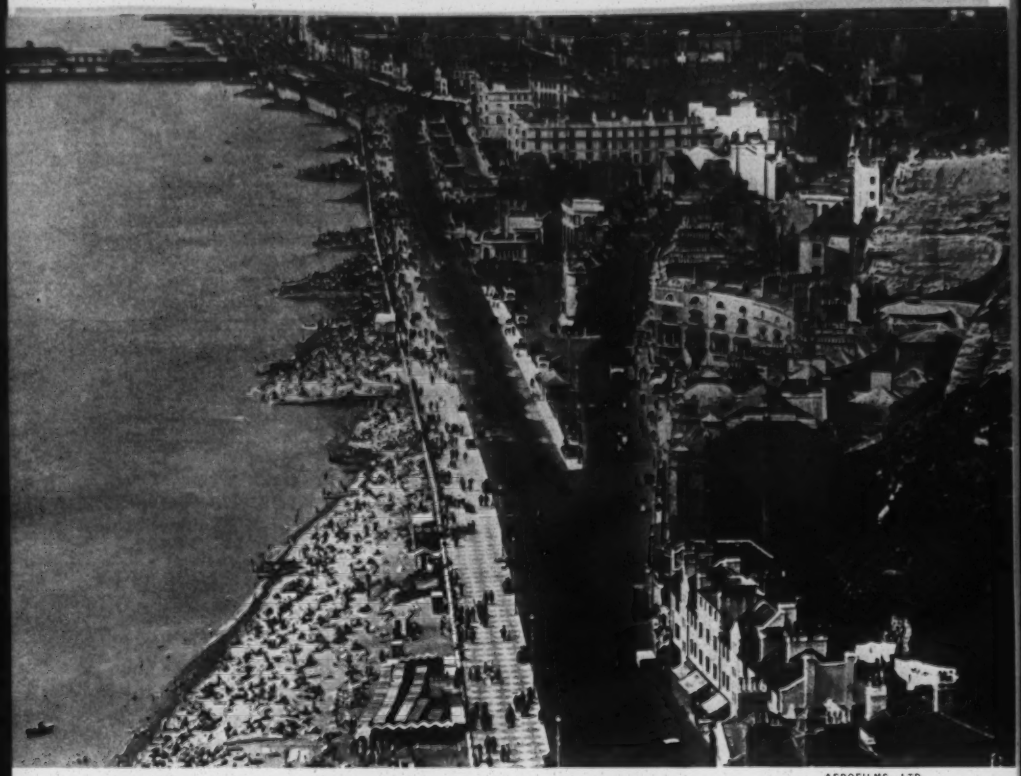
References—England's Cinque Ports may be located on the Society's map of The British Isles.

See also, "Thumbs Up Round the North Sea's Rim," in *The National Geographic Magazine*, May, 1952; "Charm Spots Along England's Harassed Coast" (16 photographs), August 1940.

Sir Winston Churchill, Coronation-Bound, Wears the Uniform of the Lord Warden of the Cinque Ports



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Peacetime Pleasure Seekers Invade England's Unconquerable Coast—The only invaders to establish a beachhead at Hastings since 1066 are vacationers. Hotels, boardinghouses, and shops border the three-mile esplanade. On the heights ruins of an old fort, perhaps built by William the Conqueror, look down on a peaceful scene. The once busy harbor of this Cinque Port has been lost to the encroaching sea.

Bulletin No. 5, February 1, 1954

Dover Leads Cinque Ports in Restoration

Dover, target of Channel gales in years of peace and enemy guns in wartime, is carrying on its postwar restoration in spite of heavy odds.

The chief town of the Cinque Ports has cleared seven acres of wreckage and built some 1,400 new homes since World War II. Citizens are hopeful that within the year they may finish restoring the old market square and such public utilities as the water-supply system and gas works. Labor and materials shortages team with winter storms to retard progress.

Britain's Buffer—Thus the Cinque Ports, led by Dover, mend their fences and shore up their position as Britain's buffer against the world. Ranged along the Strait of Dover, they face continental Europe across the English Channel. These towns once gave Britain her only navy. They enjoy royal privileges, and have felt the sword of every invader from Caesar to William the Conqueror. Because of the terrific pounding given the area in World War II, it was nicknamed "Hell-fire corner."

The Cinque Ports — in addition to Dover — are Hastings, Romney, Hythe, and Sandwich. They were so called from *cinq*, the French word for five (pronounced "sink" by the English). The "Ancient Towns" of Rye

MAYNARD OWEN WILLIAMS

Wars That Ravaged England's Coast in Ancient and Modern Times Left Little Trace on This Peaceful Farm Scene near Rye

On fertile farms of the Cinque Ports area (Bulletin No. 5) sheep and cattle graze and many acres are planted to grain and hops. In the oasthouse (left) with its two cone-shaped roofs, hops are dried by hot air. Golfing is popular in the region and Rye has become a resort.